

**FOR FURTHER INFORMATION CONTACT:** Suzanne Early, Senior Policy Advisor for Agricultural Affairs, Office of the United States Trade Representative, 600 17th Street NW, Washington, DC 20508; telephone: (202) 395-9615.

**SUPPLEMENTARY INFORMATION:** The United States maintains a tariff-rate quota on imports of beef as part of its implementation of the Marrakesh Agreement Establishing the World Trade Organization. The in-quota quantity of that tariff-rate quota is allocated in part among a number of countries. As part of the administration of that tariff-rate quota, USTR provided, in 15 CFR Part 2012, for the use of export certificates with respect to imports of beef from countries that have an allocation of the in-quota quantity. The export certificates apply only to those countries that USTR determines are participating countries for purposes of 15 CFR Part 2012.

On June 2, 1997, USTR received a request and the necessary supporting information from the government of Uruguay to be considered as a participating country for purposes of the export certification program. Accordingly, USTR has determined that, effective August 1, 1997, Uruguay is a participating country for purposes of 15 CFR Part 2012. As a result, effective on or after August 1, 1997, imports of beef from Uruguay will need to be accompanied by an export certificate in order to qualify for the in-quota tariff rate. Imports exported prior to August 1, 1997, including exports currently warehoused, will not require a certificate. In order for the export certificate to be valid, it has to be used in the calendar year for which it is in effect.

**Charlene Barshefsky,**

*United States Trade Representative.*

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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

[CGD 96-044]

#### **International, Private-Sector Tug-of-Opportunity System, Notice of Availability of a Ship Drift Analysis for the Northwest Olympic Peninsula and the Strait of Juan de Fuca**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice; request for comments.

**SUMMARY:** The Coast Guard makes available the Ship Drift Analysis for the

Northwest Olympic Peninsula and the Strait of Juan de Fuca, prepared by the National Oceanic and Atmospheric Administration (NOAA). The Coast Guard is seeking comments from the public on how to apply the NOAA analysis to the marine safety criteria set forth in a Report to Congress on International, Private-Sector Tug-of-Opportunity System for the Waters of the Olympic Coast National Marine Sanctuary and the Strait of Juan de Fuca. Requests for written materials may be directed to CDR William Carey as listed under the title **FOR FURTHER INFORMATION CONTACT**.

**DATES:** Comments must be received by August 14, 1997.

**FOR FURTHER INFORMATION CONTACT:** CDR William Carey, Commander, Thirteenth U.S. Coast Guard District (mep), telephone (206) 220-7221, fax (206) 220-7225. The telephone number is equipped to record messages on a 24-hour basis. Submit written comments to LT William Pittman, Commandant (G-MOR), U.S. Coast Guard Headquarters, 2100 Second Street, SW., Washington, DC 20593-0001, telephone (202) 267-0426, fax (202) 267-4085.

**SUPPLEMENTARY INFORMATION:** The Alaska Power Administration Asset Sale and Termination Act (P.L. 104-58) was signed into law on November 28, 1995. A Presidential directive and subsequent DOT Action Plan required the Coast Guard to assess and provide a Report to Congress, in accordance with the Act, on the most cost effective means of implementing a private-sector initiated, international, tug-of-opportunity system (ITOS) for responding to vessels in distress operating off of the Olympic Coast National Marine Sanctuary (OCNMS) and within the Strait of Juan de Fuca. The Report to Congress was signed on January 31, 1997. An addendum is being prepared to the Report to Congress to address issues unresolved as of January and to report on steps taken toward implementation of ITOS. The Coast Guard conducted two public meetings to receive views; one meeting, held October 17, 1996, was on the documentation and marine safety criteria developed by the Coast Guard to assess an ITOS plan; the other meeting, held November 26, 1996, was on the ITOS plan provided by a marine industry coalition. Comments provided by the public during these meetings suggested a need to study more closely the weather conditions affecting ship drift in the area of interest before finalizing the marine safety criteria. As a result, the Department of Transportation requested NOAA study

effects of weather conditions upon ship drift. The NOAA study is now complete.

This notice requests the views of the public on how to apply this new information to the zone boundaries and/or the response time criteria identified below. The specific marine safety criteria under consideration are coverage areas (zone boundaries) and response times. In the Report to Congress, the area of interest was divided into seven zones; these zones were defined as follows: Area 1: An area east of a line between Port Angeles Light to Race Rocks Light; Area 2: An area east of a line between Slip Point Light to San Simon Point and West of the western boundary of Area 1; Area 3: An area defined in the West by a 10 mile Arc centered on Buoy "J" (modified in response to comments from Washington State and the Markah Indian Tribe) defined in the east by the western boundary of Area 2; Area 4: An area bounded on the east by the boundary of Area 3 extending west to 50 miles offshore and on the south by the latitude of Buoy "J" (48° 30'N); Area 5: An area bounded by 48° 30' and 48° 00'N and the western boundary of the OCNMS; Area 6: An area bounded by 48° 00'N and 47° 30'N and the western boundary of the OCNMS; and Area 7: An area bounded by 47° 30'N, the southern boundary of the OCNMS, and the western boundary of the OCNMS. The response times for the coverage areas are as follows: Area 1 is 2 hours; Areas 2 and 3 is 2.5 hours; Area 4 is 6 hours; and Areas 5, 6, 7 is 12 hours.

The public views provided as a result of this notice will be used to prepare the Addendum to the previously mentioned Report to Congress. Once complete, public access to the report will be identified through a notice of availability in the **Federal Register**. Note that there have been 3 prior **Federal Register** notices, 61 FR 15154, 61 FR 48202, and 61 FR 56258, requesting comments. Because these matters are related, feedback on comments related to documentation requirements, marine safety criteria, industry ITOS plan, and ship drift will be joined and provided in a future **Federal Register** notice.

Dated: July 17, 1997.

**R.C. North,**

*Rear Admiral, U.S. Coast Guard Assistant Commandant for Marine Safety and Environmental Protection.*

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